

HARRIMAN LINES INVESTIGATED

Commission Enquire if
There is Combination
or Consolidation.

ENORMOUS SUMS ARE CONTROLLED

It Was Shown That Harriman
Dictated the Policy of the
Roads, Borrowed Money
Without Restriction
and Had His Acts
Confirmed.

NEW YORK, January 4.—Modern methods of combining and consolidating mammoth railway systems, and extending the principle of community of interest, were today being investigated by the Interstate Commerce Commission, which began in this city an inquiry into the so-called "Harriman lines." From here the commission goes next week to Chicago. The object of the commission is to determine whether the Harriman lines or any of the railroads of the country are consolidated or combined in restraint of trade.

At today's hearing it was brought out and admitted that the Union Pacific Railroad Company, the Southern Pacific Company, the Oregon Short Line and the Oregon Railroad and Navigation Company are practically under the same administration, the same name appearing as president of each company, with only slight variations in the lists of other officers.

It was further shown that the Southern Pacific Company owns the Pacific Mail Steamship Company, that the Southern Pacific Company and the Harriman interests are in control of the Portland and Astoria Steamship Company. All three of these lines run steamers between other San Francisco or Portland and the Orient. It was said that the Occidental is in liquidation, but it still operates two steamers on the Atlantic Ocean. It was shown that the Southern Pacific owns the line of steamers running between New York and New Orleans, formerly known as the Morgan Lines.

Union Pacific Agreement.

The Union Pacific, by means of an agreement signed by Mr. Harriman and Senator William A. Clark, has the arrangement with the San Pedro, Los Angeles and Salt Lake Railway, extending over a period of ninety-nine years. The San Pedro cannot raise or lower its rates without the consent of the Union Pacific Company, which, it was stated, does not own one dollar of stock in the San Pedro Company.

The Union Pacific exercises joint control with the Chicago, Rock Island and Pacific Railroad over the Chicago and Alton Railroad. The agreement is that the Union Pacific shall have charge of the road one year and the Rock Island the next.

The Union Pacific owns \$28,123,100 worth of stock, or 29.9 per cent. of the capitalization of the Illinois Central Railroad.

The Union Pacific also owns \$5,952,500 worth of stock of the St. Joseph and Grand Island Railroad, which is 37.3 per cent. of the whole. The Oregon Short Line owns \$3,540,600 worth of stock in the Baltimore and Ohio Railroad Company, this being 18.92 per cent. of the whole.

Of Chicago, Milwaukee and St. Paul stock, the Oregon Short Line owns \$2,690,000 worth, or 3.42 per cent. The company also owns \$2,572,000, or 2.58 per cent. of the stock of the Chicago and Northwestern; \$1,400,000, or the preferred stock of the Atchafalaya, Topeka and Santa Fe, being 4.28 per cent., and \$14,285,745, or 7.57 per cent. of the capital stock of the New York Central and Hudson River Railroad.

Of these holdings the Harriman Companies, the stocks of the Illinois Central, Baltimore and Ohio, New York Central, Chicago and Northwestern, Chicago, Milwaukee and St. Paul, Atchafalaya, Topeka and Santa Fe, and St. Joseph and Grand Island, aggregating in value \$10,236,745, have all been bought since July 1, 1905.

"Where did the money come from?" asked members of the commission. In reply it was stated that the Union Pacific showed last July a surplus of \$24,000,000. The Oregon Short Line declared a dividend of 50 per cent. on its stock held by the Union Pacific, and also contributed out of its general assets to the purchase money.

After placing in evidence all that was available as to the ownership of the so-called "Harriman lines" counsel for the Interstate Commerce Commission then had Alexander Miller, secretary of the Harriman Company, read from the minutes of many executive committee meetings of the Union Pacific, in which it was shown that Mr. Harriman reported various things he had done, and the committee simply voted to ratify and confirm his actions.

It was also shown that Mr. Harriman has authority, by resolution, to borrow money for the use of the Union Pacific Company without restriction as to amount or terms.

There was read from the minutes a copy of Mr. Harriman's letter to George J. Gould, acknowledging Mr. Gould's letter, in which the latter told Mr. Harriman he had determined to support the construction of the Western Pacific Railway. Mr. Harriman told Mr. Gould he would decline to act as a director of the Rio Grande Western, as he did not wish to be in any way responsible for the attitude of that company toward the Western Pacific.

WELL-TO-DO YOUNG MAN FACES FORGERY CHARGE

WILMINGTON, N. C., January 4.—Clyde Bradshaw, a well-to-do young white man of Rose Hill, near this city, was arrested by the police here this afternoon, charged with forgery. He passed two forged checks on Wilmington merchants, and was captured before he could leave the city. Bradshaw acknowledged his guilt, but claims that he simply passed the forged checks in order to get even with the merchants for bad goods they had once sold him.

S. A. L. RAILWAY HAS PURCHASED ROUTE TO SEA

Acquired Macon, Dublin and Savannah Railway on Yesterday.

MACON, GA., January 4.—At a meeting of the directors and stockholders of the Macon, Dublin and Savannah Railway yesterday the Seaboard Air Line acquired the former road. The negotiations had been pending for several weeks. The Seaboard was represented in the meeting by President Alfred Walters, Vice-President Garrett and General Counsel Watts. There were present also President and General Manager T. K. Scott, of the Georgia Road and the Macon, Dublin and Savannah. This will give a line from Macon to the sea at Savannah. The Macon, Dublin and Savannah connects at Vidalia with the Seaboard Air Line. The Seaboard has already built into Atlanta, and surveys are at work between Macon and Atlanta, to-day laying out a new road just between the tracks of the Southern Railway and the Central of Georgia. It is rumored that there is also a trackage combination between the Seaboard, the Atlantic Coast Line and the Georgia Railroad. The Seaboard Air Line acquired the Macon, Dublin and Savannah Railroad by actual purchase. The consideration and conditions of the sale were not made public.

NEGRO LYNCHED FOR USUAL CRIME

Ex-Convict Confessed His Guilt
and Was Strung Up and Shot.

DEPAULIA, ALA., January 4.—Will Scott, a notorious negro, was lynched at Midway, Ala. A posse of indignant citizens swung him up to a tree and ridged his body with bullets. The negro, who appears to have been a well-known character in the community, had only recently returned from the penitentiary. Wednesday night he entered the room of Miss Morrell King, at Midway, by pushing open one of the shutters. She awoke, and had crawled her hand before she awoke. Her screams attracted the other inmates of the house, and the negro fled. A posse captured the negro yesterday. When brought to Midway to-day he made a confession, and the lynching followed. Miss King is a daughter of Lin King, a prominent banker of that place.

DECLARE BONDS TO BE FRAUDULENT

Sensational Petition Filed Yesterday Against Railroads.

JACKSON, MISS., January 4.—A sensational petition was filed in the Hinds County Chancery Court to-day by B. B. Martin and W. B. Griffith, of Vicksburg, against the Yazoo City and Mississippi Valley Railroad Company, the Illinois Central Railroad Company and the Metropolitan Trust Company, of New York. The bill seeks to have declared fraudulent all bonds issued by the Yazoo City and Mississippi Valley Company since 1884. The petitioners set up that the earnings of the road have been wrongfully diverted, and they ask for a full accounting of all the bonds and an injunction preventing the defendants from disposing of these bonds.

CHICAGO, ILL., January 4.—Judge Dickinson, chief counsel of the Illinois Central and Yazoo and Mississippi Valley Railroads, left Chicago to-day for Washington. Other officials of the Illinois Central Road declared that they had no knowledge of the suit filed in Hinds county, Miss., and could not imagine upon what it was based.

BELEK CONVICTED OF VZRAL MURDERS

Poisoned Girls to Secure
Their Life Insurance.

CHICAGO, January 4.—A coroner's jury to-day held Herman Belek, a fortune-teller, responsible for the deaths of three members of the Vzral family, and Belek was held for the grand jury. It was declared by the jury that Belek caused the death of Mary, Ella and Rose Vzral by administering to them arsenic in small doses. It is said by the police that Belek, in conjunction with Mrs. Vzral, the mother of the girls, poisoned the girls to obtain small sums of money for which their lives were insured.

Mrs. Vzral committed suicide as soon as it was made known to her that the deaths of her children were to be investigated.

SCANDALS ABOUT PARIS CLUBS

Premier Clemenceau Will Close
Dives and Banish
Managers.

PARIS, January 4.—As a result of the receipt of reports of numerous scandals, Premier Clemenceau has decided to take drastic action against certain gambling houses and clubs in Paris, conducted mostly by foreigners. It is declared that a number of people, some of them from high circles, have been deceived in these places, and a dozen establishments will be immediately closed, and their managers, for the most part Belgians, will be expelled from France.

ABATTOIR GOING TO MANCHESTER

Reported That Mr. Forbes
Will Construct Plant
in That City.

LOCATION FOR IT NOT ANNOUNCED

Unfinished Plant in This City
Will Be Occupied As Model
Packing-House—Citizens
Pleased at Action of
Ordinance Committee Here.

The most interesting feature of the aftermath of the unsuccessful fight of Mr. W. S. Forbes and associates to secure permission to operate an abattoir in this city is the announcement from Manchester that Mr. Forbes had determined to locate this portion of his plant in the city, on the south side of the river.

The precise site, if indeed it has yet been selected, is not made known, nor is it stated whether the prospective Manchester abattoir is to be of the same modern construction as that contemplated in this city. According to the Manchester reports, the structure is to cost about \$100,000, whereas the building in this city was to have cost much more. Whether that sum is sufficient to construct such a plant as was proposed here cannot be positively stated.

The defeat of the abattoir proposition by the Council Committee on Ordinances on Thursday night was a subject of general comment and discussion yesterday morning, the opponents of the plan being naturally greatly pleased with the successful fight made against what they deemed a nuisance. Those members of the committee who, though themselves convinced that the abattoir would have been unobjectionable, deferred to the wishes of their constituents and refused to vote the permission asked, were commended by many yesterday for their action. In their capacity as representatives of the people they consulted the wishes of many citizens, and are praised for doing so.

Mr. Forbes yesterday issued a statement thanking those who had stood by him in the matter, and announcing that he would withdraw his petition and not press the matter before the Council.

Councilman James E. Cannon, who in his capacity as a citizen, asked for a certain concession by the abattoir projectors, was not a member of the committee, having some weeks ago resigned his post thereon, owing to his health. He was succeeded on the committee by Mr. E. H. Ferguson. That was why Mr. Cannon's name did not appear in the recorded vote.

The partially constructed plant of W. S. Forbes & Co., at Tenth and Byrd Streets, a portion of which was to be occupied as an abattoir, will be completed and all of it devoted to the packing industry. It will not be abandoned, nor will its dimensions be diminished.

JANUARY DIVIDENDS BREAK ALL RECORDS

NEW YORK, January 4.—Payment of dividends and interest by the large railroads, dropped dead from heart failure in January will be heavier than for any previous month on record. The total for both of these items reaches more than \$200,000,000, or nearly \$500,000,000 more than the next highest amount in the history of the industry.

In all lines of business and in all parts of the country the unbounded prosperity of the last year is reflected in the January payments, and the fact that many small companies have entered the dividend-paying ranks, with the large increases in rates of the big concerns, make this heavy total possible.

CAPTAIN HANSELL DEAD FROM HEART FAILURE

ATLANTA, GA., January 4.—Captain William A. Hansell, assistant manager in charge of the Virginia-Carolina Company, died from heart failure in his office to-day. Captain Hansell was sixty years old. He was born at Marietta, Ga., the son of General Hansell, of the Confederate Army. He served through the Civil War, ending as a member of the Thirty-fifth Alabama Regiment. He is survived by his wife, two sisters—Mrs. R. M. Clayton, of Atlanta, and Mrs. J. H. Katcher, of Washington, D. C.; by three sons—Dr. H. S. Hansell, of the United States Army; W. A. Hansell, Jr., of Atlanta; and A. J. Hansell, of Culberty, Ga.; and by two daughters, Mrs. Lowell Hillier, of Macon, and Mrs. F. M. Whitte, of Savannah.

HAMBURG-NEWPORT NEWS LINE WILL BE CONTINUED

HAMBURG, January 4.—The Associated Press that the report to the effect that they are discontinuing their steamship service between Hamburg, New York and Newport News, is incorrect. The service will be continued for the present by means of chartered steamers.

SLIPPED ON ICE AND KILLED HIMSELF

FORT DODGE, IOWA, January 4.—Startled by a friend who suddenly slipped him on the back, A. R. Hayden, of Gilmore city, slipped on a icy pavement to-night and fell, sustaining injuries that caused his death an hour later.

Lincoln's Engineer.

LEBANON, PA., January 4.—Daniel Germain died here to-day of paralysis, aged seventy-two years. He served thirty years as an engineer of the Pennsylvania Railroad. It fell to Germain's lot to bring President-Elect Lincoln, on the eve of his inauguration, through that perilous midnight journey from Harrisburg to Washington.

MARLBOROUGHS ARE RECONCILED; KING ACTING AS A PEACEMAKER



DUKE OF MARLBOROUGH.

KING EDWARD PERSEVERED

Duke and Duchess Each Admitted
That They Had Been
Hasty.

VANDERBILT PEACEMAKER

Brother of the Duchess Used His
Good Offices to Bring About
Reconciliation.

LONDON, January 4.—The Duke of Marlborough and the Duchess, formerly Miss Consuelo Vanderbilt, have sunk their differences and forgiven each other their bitterness. It was stated to-day, in well-informed circles, and once more are united.

The Marlboroughs' reconciliation was accomplished by no less a personage than King Edward himself. Thus the remarkable spectacle has been furnished of royalty intervening in the domestic affairs of an American girl to set her right with her husband.

The "uncle of Europe," as King Edward has come to be called, used his tact as a peacemaker almost to the degree of strenuousness in order to prevent a permanent rupture between the duke and duchess, both of whom he always has regarded as his personal friends.

After laboring with each, the King was, it is said, at last successful in getting both to agree to meet the other for a little talk. They had not spoken a word to each other and only met each other in the most formal way at such social affairs as were absolutely impossible to escape, since the duchess' angry separation from her husband.

Both Admit Faults.
But the King had a lengthy talk with both duke and duchess. Each, it is understood, admitted to King Edward that there were faults on both sides. The duke and duchess met on Boxing Day for the first time.

(Continued on Third Page.)

WON'T BE BLUFFED, SAYS LIVINGSTON

Says New York Cotton Exchange
Is Trying to Cloud the
Issue.

WASHINGTON, D. C., January 4.—Representative Livingston, of Georgia, to-day made the following statement concerning the action in New York yesterday of the board of managers of the New York Cotton Exchange in deciding to consult counsel as to the advisability of bringing suits for libel against himself and President Jordan, of the Southern Cotton Growers' Association, for their recent action in asking the Post-office Department for a fraud order against the exchange.

"It is a losing game if they think they can bluff me out by threatening libel proceedings. An attempt is being made to cloud the issue by asserting that I am after the New York Cotton Exchange as a body. I am after the governing body, the steering committee, composed of about fifteen men, who are responsible for existing conditions. There are many honest men in the exchange."

HIS SCHOONER IS MUCH OVERDUE

The Three-Master George W.
Anderson, From New York,
Much Delayed.

NORFOLK, VA., January 4.—The three-masted schooner George W. Anderson, of Richmond, Morgan, master, from New York, on December 23d, for Mattaponi River, is now ten days overdue, and it is feared that the vessel has been lost or else blown far out of its course.

The Anderson left New York in company with the Richmond schooner Mamie Saunders, Master, bound for Norfolk. The Saunders arrived here twenty-one hours after sailing, which is one of the quickest sailing trips on record.

The George W. Anderson is owned by J. C. George, of this city, and is well known in these waters. Mr. George could not be seen last night when the telegram was received. It is understood, however, that the vessel is uninsured. There is still hope that, though overdue, the Anderson has successfully withstood the severe storm.

FATHER KILLS SON IN WRESTLING BOUT

NEW ORLEANS, January 4.—Thomas O'Connor, Jr., was killed to-night, his throat being cut while scuffling with his father. The elder Thomas O'Connor has been arrested, charged with the murder of his son. The father and son, after discussing wrestling, engaged in a friendly bout in the presence of the family. The father was laughing when he apparently got the best of the boy, but immediately afterward a deep cut was discovered in the young man's throat. The father is said to be dazed, and nothing can be learned from him.

DR. CULPEPPER'S ESTATE WORTH HUNDRED THOUSAND

(Special to The Times-Dispatch.)
NORFOLK, VA., January 4.—The will of the late Dr. Charles L. Culpepper was admitted to record to-day. The personal estate of the testator is valued at \$30,000 and the real property at \$70,000, all of which is left to his wife, Mary O. Culpepper, and daughter, Ottoline. Mrs. Culpepper is executrix of the will.

FORD CAPTURES FINE AUDIENCE

The Brilliant Washington
Scholar Speaks Before
Historical Society.

COL. GORDON McCABE PRESENTS SPEAKER

Distinguished Men and Women
Gather and Cheer Beautiful
Historical Oration by
Talented Brother of
Paul Leicester
Ford.

Mr. Worthington C. Ford, editor of Washington's writings and chief of the division of manuscripts in the Congressional Library, delivered a most interesting and scholarly address in the hall of the House of Delegates last night, under the auspices of the Virginia Historical Society. In the absence of the president, Mr. Joseph Bryan, who is sick at his home, Mr. Ford was presented in a most felicitous manner by Colonel W. Gordon McCabe, and when he came forth he was greeted by a most brilliant and enthusiastic audience. His subject was "Virginia in 1822, at the Parting of the Ways," and he handled it in a most eloquent and entertaining manner, often provoking prolonged applause.

When he had concluded he was congratulated warmly by many of those in attendance.

Beautiful Picture.

After vividly sketching the events that led up to the campaign of 1822, the speaker said:

"The campaign of 1822, apparently fought between Jackson and Adams, was really fought between Jackson and Clay. And what a campaign it was! One of personalities, involving the flinging of mud, leaving needless and lasting stains on characters, sowing lifelong bitterness and hatreds. To Jackson, Clay's name was abhorrent, to him he attributed his failure of election in 1824. The agents of Jackson were not scrupulous as to the means of advancing the interests of their candidate, and would err in attributing to him the methods that astounded by their meanness. His hatreds were, unfortunately, apt to be implacable, but the men who shouted for him, the froth and scum of the political brew, excused his unfortunate influence upon his too easily aroused opposition."

"There was not a little curiosity, not very difficult to explain, about Jackson. He was known as a soldier, and his real popularity rested upon his military service. As a statesman he was an unknown factor. His reputation as a politician was entirely due to the leaders of discontent, who saw in the peaceful era of Monroe's administration a chance for existing parties, and who could not follow John Quincy Adams in his policy of internal improvements. To constitute a new party, resting upon the growing democracy of the West and South, the aim of those leaders, and as a period of party transition is fruitful of personal ambition, it was eminently useful to find a candidate like Jackson, who possessed possibilities, wide popularity and a quick and unshaken decision, followed by immediate and often ruthless action. If Jackson represented a military hero to the people, to the old Republicans he represented a political martyr, who had been beaten by a man who was much of a burgher to his opponents, to his supporters he was an instrument of power, potent for their advantage, if properly managed. Even those who believed him to be a man who was much of the good they saw in him. 'Does the old gentleman have prayers in his own house?' asked Van Buren. 'I mention it modestly,' was his advice to one about to enter the arena of the great platform, 'it must be conceded that, in view of past indiscretions of act and speech, family prayers would weigh heavily in his favor.'"

"The weather early to-day was sultry, but was followed later by high winds and falling temperature, with the result that thousands shivered as a consequence of the failure of the heat supply. To-day cooked foodstuffs became an item, restaurants and bakers which were dependent upon natural gas being entirely cleaned out."

"The only chance for the perpetuity of existing institutions consists in the preserved vigor and perpetual watchfulness of the State government—that there is not sufficient honesty at the present moment in the administration of the Federal government to keep decent men in continuance, and that there are altogether indeed for the little which is left to apprehension of rebuke and resistance from the States."

"Lewis, who stood very close to Jackson, and whom no one ever charged with being a theorist in politics or squeamish in political methods, pictured a rosy future should Jackson be elected. 'A new order of things will succeed. Economy will be practiced and Republican simplicity become once more fashionable. The government will be administered by patriots and Republicans, who will serve their country for their country's sake.' A sinister shadow was already thrown across the course of events—the shadow of office for spoils, always a official patronage, which made Jackson's administration a turning point in the history of the civil service."

"The address was quite a lengthy one, and dealt in a most entertaining manner with the subject chosen by the speaker. It was greatly enjoyed by all who attended."